Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A method of damping parasitic vibrations coming from the front axle assembly of a motor vehicle fitted with electric power steering, using a power-steering electric motor controlled by an electronic computer that delivers ~~an electrical setpoint~~ a target current, taking into account various parameters, from which a power current of the power-steering electric motor is established, the damping method ~~consisting essentially in:~~comprising:

~~having available in the computer~~receiving an electrical signal which possesses a parasitic ~~component~~ portion that ~~is the image of~~represents the parasitic vibrations coming from the front axle assembly of the vehicle;

~~processing said~~processing the electrical signal so as to isolate ~~its~~the parasitic ~~component~~ portion that ~~is the image of~~represents the parasitic vibrations;

~~calculating,~~calculating, from the parasitic ~~component~~ portion thus isolated, a correction current for correcting the aforementioned ~~setpoint~~ target ~~current; and~~current,

~~applying the calculated~~applying the calculated correction current to the ~~setpoint~~ target current, ~~determined by taking other parameters into account,~~ in order to control the electric power-steering ~~motor;~~motor,

wherein the electrical ~~signal, used in the computer as signal "containing" the parasitic component, being~~signal is an available signal relating to the electric power-steering ~~motor, in particular the speed of the electric power-steering motor.~~motor.

2. (Currently Amended) The method as claimed in claim 1, ~~characterized in that the~~ processing of the ~~aforementioned~~electrical signal, for the purpose of

isolating its component that ~~is the image of~~represents the parasitic vibrations to be ~~damped, is~~damped with a ~~filtering~~ filter that lets through the high-frequency ~~component~~ portion or ~~components and that~~portions, and

~~eliminates~~ eliminating ~~however,~~ from ~~this~~the electrical signal, the low-frequency ~~component~~ portion or ~~components, especially those that are imposed by the driver of the vehicle in question.~~portions.

3. (Currently Amended) The method as claimed in claim 1, ~~characterized in that the calculation of~~ further comprising calculating, from the parasitic portion, the correction current, ~~from the isolated parasitic component,~~ also takes into account at least one other parameter.

4. (Currently Amended) The method as claimed in claim 3, ~~characterized in that said~~wherein the at least one other parameter ~~is the~~includes the speed of the vehicle.

5. (Currently Amended) The method as claimed in claim 3, ~~characterized in that a parameter assigned calculation of the correction current~~further comprising the at least one other parameter is a multiplication by a variable "gain", ~~this being~~wherein the gain is a function ~~for example~~ of the speed of the vehicle.

6. (Currently Amended) A method as claimed in claim 3, ~~characterized in that~~further comprising the at least one other parameter ~~assigned calculation of the correction current is a calculation of the "transfer function" kind.~~is a transfer function calculation.

7. (Currently Amended) The method as claimed in claim 1, ~~characterized in that the~~further comprising a final application of the calculated correction current to the ~~setpoint~~ target current is a subtraction of the correction current from the ~~setpoint~~ target current ~~determined on the basis of other parameters,~~ so as to deliver, as a result of this subtraction, the final ~~setpoint~~ target current, which, when transformed into a control current, ~~will control~~controls the electric power steering by correcting the vibrations coming from the front

axle assembly of the vehicle.

8. (Currently Amended) The method as claimed in claim 2, ~~characterized in that the calculation of~~further comprising calculating, from the parasitic portion, the correction current, ~~from the isolated parasitic component,~~ also takes into account at least one other parameter.

9. (Currently Amended) The method as claimed in claim 4, ~~characterized in that a parameter assigned calculation of the correction current is a multiplication~~ further comprising the at least one other parameter is a multiplication by a variable "gain", ~~this being~~ wherein the gain is a function ~~for example~~ of the speed of the vehicle.

10. (Currently Amended) A method as claimed in claim 4, ~~characterized in that~~further comprising the ~~parameter assigned calculation of the correction current~~ at least one other parameter is a ~~calculation of the "transfer function" kind.~~transfer function calculation.

11. (Currently Amended) The method as claimed in claim 2, ~~characterized in that the~~further comprising a final application of the calculated correction current to the ~~setpoint~~ target current is a subtraction of the correction current from the ~~setpoint~~ target current ~~determined on the basis of other parameters,~~ so as to deliver, as a result of this subtraction, the final ~~setpoint~~ target current, which, when transformed into a control current, ~~will control~~controls the electric power steering by correcting the vibrations coming from the front axle assembly of the vehicle.

12. (Currently Amended) The method as claimed in claim 3, ~~characterized in that the~~further comprising a final application of the calculated correction current to the ~~setpoint~~ target current is a subtraction of the correction current from the ~~setpoint~~ target current ~~determined on the basis of other parameters,~~ so as to deliver, as a result of this subtraction, the final ~~setpoint~~ target current, which, when transformed into a control current, ~~will~~

~~control~~controls the electric power steering by correcting the vibrations coming from the front axle assembly of the vehicle.

13. (Currently Amended) The method as claimed in claim 4, ~~characterized in that the~~further comprising a final application of the calculated correction current to the ~~setpoint~~ target current is a subtraction of the correction current from the ~~setpoint~~ target current ~~determined on the basis of other parameters,~~ so as to deliver, as a result of this subtraction, the final ~~setpoint~~ target current, which, when transformed into a control current, ~~will control~~controls the electric power steering by correcting the vibrations coming from the front axle assembly of the vehicle.

14. (Currently Amended) The method as claimed in claim 5, ~~characterized in that the~~further comprising a final application of the calculated correction current to the ~~setpoint~~ target current is a subtraction of the correction current from the ~~setpoint~~ target current ~~determined on the basis of other parameters,~~ so as to deliver, as a result of this subtraction, the final ~~setpoint~~ target current, which, when transformed into a control current, ~~will control~~controls the electric power steering by correcting the vibrations coming from the front axle assembly of the vehicle.

15. (Currently Amended) The method as claimed in claim 6, ~~characterized in that the~~further comprising a final application of the calculated correction current to the ~~setpoint~~ target current is a subtraction of the correction current from the ~~setpoint~~ target current ~~determined on the basis of other parameters,~~ so as to deliver, as a result of this subtraction, the final ~~setpoint~~ target current, which, when transformed into a control current, ~~will control~~controls the electric power steering by correcting the vibrations coming from the front axle assembly of the vehicle.